

INTIMATIONS

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRIOR, (2) The UNION, (3) The FABRICANTS.

(4) A RETAILER, (5) A WHOLESALE, (6) A CATERER.

CLIFFEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Dr. de France).

CALBECK, MACGREGOR & Co., Hongkong.



DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Agent for Regular Use.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Head, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

HOTELS

STATION HOTEL

NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS. BATH-ROOM TO EACH ROOM.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS. BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

For Particulars apply to THE MANAGER.

Tel. No. K122. Tel. Address: "TERRACE".

Hongkong, Feb. 2, 1912.

KING EDWARD HOTEL

Central Location.

ALL Electric Trams Pass Entrance.

Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373. R. H. NORTH, Manager.

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KINGSLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting rooms throughout.

Telephone No. 1122.

Cable Address: "Kingsclere".

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908.

BRANDISH PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour.

Telephone No. 690.

Apply to Mrs. F. W. WATTS, Brandish, 20, Macdonnell Road.

Hongkong, September 2, 1908.

WYNDHAM HOTEL.

29 WYNDHAM (FLOWER) STREET.

LOCATION good for Billiards, Snooker and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.

Families, Residents and Tourists made thoroughly comfortable.

Terms Moderate.

Run on French-Canadian Lines.

Under the Personal Supervision of the Proprietor.

M. J. ROY.

ROYAL MARRIAGE ROMANCE

SUIT IN ENGLAND AGAINST A GERMAN DUKE.

Particulars of the Royal marriage dispute were made known in the Divorce Court recently, before the President. The Countess de Gasquet James was the petitioner in a summons calling upon the respondent, the Duke of Devon and Cornwall, to show cause why proceedings on an act on petition in a suit for restitution of conjugal rights should not be stayed on certain terms.

The Countess, an American, according to counsel's statement, married Count de Gasquet James, who was either an Englishman or a Frenchman. He died in 1903, leaving her with four children. Eight years later she met the Duke, who is a cousin of the Crown Princess of Prussia and of the Grand Duke of Mecklenburg-Schwerin. The Duke, at that time 25 years old, was recovering from a serious illness, and during convalescence he was much in the company of the Countess, and in the end he proposed marriage. The Countess, it is said, lived in England at times, and while she was here the Duke came to Dover, where he married her at a register office. Both left for France, immediately, and went through a religious ceremony in the private chapel of the Countess's chateau at Dinan.

Counsel for the Countess said that at the time of the marriage a curator to the Duke had been appointed, because of a number of debts which he had contracted. In February last this curator took out a summons in the Grand Ducal High Court of Justice of Mecklenburg, in Rostock, and that tribunal declared the marriage to be null and void on the ground that it had been contracted without the leave of the curator. Counsel went on to say that there was no question that the marriage did take place at Dover, and the Countess was anxious to have a declaration from the Court that it was a valid marriage.

Counsel for the Duke submitted that the Court had no jurisdiction to grant a decree of restitution of conjugal rights, or to declare that the marriage was a valid one. After much legal argument on this question, the hearing of the summons stood adjourned.

VEILED ASSASSIN.

Dramatic Murder by a Jealous Woman.

New York, Feb. 8.

America's "veiled assassin," whose identity excited universal interest and baffled the police, was unveiled yesterday.

It was only a twenty-four hours' murder sensation. On Friday afternoon a veiled woman entered a modest home in Newark, New Jersey, where she saw Mrs. Harriet Manning. The latter is a young woman of exceptional beauty, recently separated from her husband, who owns a garage. Without speaking, the mysterious stranger took a revolver from her muff and shot Mrs. Manning in the heart. Several people dashed into the room, whereupon the stranger walked to Mrs. Manning's prostrate body and fired another bullet, this time into the woman's brain. Then she fired several shots over the heads of the terror-stricken women and the deceased's little daughter, assembled in the doorway, and fled.

The local policeman was fetched from the social club where he was resting, and the crime was investigated. There was a hue and cry throughout the State for the veiled woman, and all sorts of conjectures were made regarding her. The police insisted that it was not a woman at all, but a veiled man, who had shot the beautiful Mrs. Manning, because she had refused to respond to his advances. They quoted evidence in support, and by yesterday morning almost everybody believed that the assassin was really a man, disguised as a woman to cover up the tracks of his crime. Not only the police, but every Sherlock Holmes on the staff of every leading newspaper, was inclined towards that view.

SUICIDE'S CONFESSION.

Yesterday afternoon Charles Manning, a short, stout man, the husband of the beautiful Mrs. Manning, drove to a New Jersey hospital, lifted from his car a dark-eyed young woman, 19 years of age, who was rapidly losing consciousness, and carried her into the hospital. "She has taken poison; this will explain it," he said handing a note to the doctor. The note was addressed to Mr. Manning, and said:

"This will be my last letter to you, for I am going to kill myself. I have killed your wife. I killed her because I was infatuated with you, and she stood in my way. Take good care of baby."

The girl was Hazel Herdman, daughter of the proprietor of a public-house. She had known Manning nearly three years, and had borne him a child eighteen months ago. She had swallowed a large quantity of bichloride of mercury, and death was certain. Before she died a few hours later she gave in the presence of her mother and weeping sisters, a full detail of the shooting. "I wanted," she murmured, "to marry Mr. Manning. We have a child. Mrs. Manning would not have a divorce." She was asked if Manning knew anything of her plans. She shook her head. "He had nothing to do with it. He knew nothing about it."

The police, much disconcerted by the admission of their theory of the case, said they would try to get Manning's name from the girl's mother.

If you happen to be lost, your meals will be served at the hotel, and you will be taken care of.

THE CHINA MAIL.

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A TERRIBLE ORDEAL

STRUGGLE FOR LIFE UNDER WATER.

Ipswich Motor Accident.

Pinned beneath a motor-car in ten feet of water, Mr. H. P. Hunter, the assistant Superintendent of Chaudi, Ipswich, had a remarkable escape from death on February 21, and was only rescued after a terrible struggle for life, lasting several minutes. The Times of Malaya says:

Mr. Hunter was driving to Gopang, and there were with him in the car Mr. Scrivener of the Kampar water works, and five Chinese revenue officers. It was raining hard, and Mr. Hunter had a mackintosh thrown loosely over his shoulders. Just by the bridge over the Sungai Raja at Kampang Kapayang, a gust of wind caught the mackintosh and blew it off Mr. Hunter's shoulders with the result that it became entangled with the steering wheel and the levers. While Mr. Hunter was trying to get it free the car skidded, and went over the bank into the river. It was going quite slowly, as it went over the bank gently turned a complete somersault. The other occupants were able to jump clear, but as the car had turned over on its right side Mr. Hunter was carried downward into the water with it. When he tried to free himself he found that his right leg was pinned beneath the car, and all his efforts to free himself were ineffectual. After a futile struggle, rendered more exhausting by the inability to breathe or see anything by the muddy water, he gave himself up for lost, and gradually relapsed into a state of unconsciousness.

LIFE SAVED BY PERSEVERANCE.

Meanwhile Mr. Scrivener and the two revenue officers, realising that there was something wrong, had been making strenuous efforts at rescue. Mr. Scrivener and one of the officers, a young Chinaman named Ng Mann, dived repeatedly. For a time, owing to the thickness of the water, they were unable to locate Mr. Hunter, but finally bubbles caused on the surface by his struggles served as a guide. Mr. Hunter had to be wrenched from underneath the car, by his rescuers, badly tearing the imprisoned leg.

Brought safely to the bank he recovered from his long immersion with extraordinary rapidity, and even rendered some assistance with the efforts to get the car out of the water before he noticed blood flowing from his leg, and realised that he had sustained an injury. He then went in a hired car to Gopang, and had the wound stitched by the surgeon at the hospital.

It is a remarkable testimony to Mr. Hunter's strength and powers of endurance that it was not until some hours later, when he had returned to his home at Ipswich, that he finally collapsed and felt the full effects of the terrible ordeal he had gone through. His injuries have been confined to his room under medical treatment, but he expects to be about again in a day or two.

Without a doubt he owes his life to Mr. Scrivener and Ng Mann, who in spite of continuous disappointment, persevered in their efforts at rescue. Although suffering from the shock of the accident himself, Mr. Scrivener pluckily plunged into the water again, and again after Mr. Hunter, and did not rest from his efforts until a rescue had been effected.

EXPERIENCES OF DROWNING MAN.

Estimates vary as to the length of time Mr. Hunter was under water. Mr. Scrivener puts it at ten minutes, and it seems pretty certain that it can have been little short of that. Describing his experience to Times of Malaya representative, Mr. Hunter said: "At first I struggled furiously to release myself from the car pressing on my leg, but realising that it was no good, I tried to stun myself, by banging my head against the car. Even that mercy was denied me, however. The feeling of suffocation was terrible, and I began to gulp in large quantities of water. Then I gave up struggling, and a feeling that it was all finished came over me. I did not feel very upset about it. I seemed to be floating away into space quite gently and pleasantly, and when I felt the touch of a hand I was too far gone to realise what it meant or to derive any comfort from the fact. The next I remember is lying on my back on the bank, with Scrivener bending over me."

The much discussed British battleship Invincible is to cost the taxpayers another £114,000, the "Daily News" says, as the result of the decision of the Admiralty to have her electrically controlled guns converted to enable them to be used by hydraulic power.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Gun.	I.H.P.	Commander.	Last report at.
Alacrity	despatch vessel	1850	2	2000	Comdr. Archibald Cochrane	Hongkong
Adas	Admiralty tug	710	2	900	Lt. Comdr. B. S. Prichard	Hongkong
Bramble	river gunboat	710	2	900	Lt. Comdr. W. H. Dargall	Shanghai
Britomart	river gunboat	1070	6	1400	Capt. H. P. F. T. Williams	Shanghai
Cadmus	sloop	560	4	750	Lt. H. T. England	Hongkong
Chelmer	torpedo boat destroyer	380	—	300	Comdr. Colin Mackenzie, D.S.C.	Hongkong
Cherab	water tank and tug	1070	6	1400	Lt. Comdr. C. M. Blackman	Shanghai
Clio	sloop	560	4	750	Mr. A. J. Mallett, Gunner	Hongkong
Colne	torpedo boat destroyer	380	—	300	Capt. H. W. Grant	Hongkong
Fame	torpedo boat destroyer	10,850	10	20,500	Lt. Comdr. F. A. Malock	Hongkong
Hampshire	cruiser, 1st class	55	4	7500	Lt. Comdr. B. Boddam-Whetham	Hongkong
Jod	torpedo boat destroyer	55	4	7500	Lt. Comdr. H. D. Marryat	Hongkong
Kennet	torpedo boat destroyer	55	4	7500	Lt. Comdr. G. H. Gibbon	Hongkong
Kinsha	river gunboat	814	4	1900	Capt. E. B. Kiddle	Yangtze
Merlin	sloop	1040	—	27,000	Lt. Comdr. Alan Dixon	Hongkong
Minotaur	cruiser, 1st class	180	2	900	Capt. Frederick A. Powlett	West River
Moorehead	river gunboat	4800	12	22,000	Lt. Comdr. Malcolm Murray	Shanghai
Newcastle	cruiser, 2nd class	85	2	240	Lt. Comdr. R. W. Wilkinson	Yangtze River
Nightingale	river gunboat	580	—	7500	Lt. Comdr. F. A. N. Cromie	Hongkong
Ribble	torpedo boat destroyer	380	—	1400	Lt. Comdr. Nash	Hongkong
Rosario	depot ship, submarines	28	2	240	Lt. Comdr. I. A. S. Hatton	West River
Robin	river gunboat	88	2	240	Lt. Comdr. M. T. R. Maxwell Scott	Yangtze River
Sandpiper	river gunboat	88	2	240	Commodore F. H. Anstruther, C.M.G.	Hongkong
Snipe	river gunboat	88	2	240	Lt. Comdr. S. P. B. Russell	Upper Yangtze River
Tamar	receiving ship	6450	—	—	Lt. Comdr. H. R. N. Cottrill-Dormer	Hongkong
Teal	river gunboat	180	2	800	Capt. P. Streetfield, M.V.O.	Hongkong
Thistle	river gunboat	710	2	900	Lt. Comdr. Maxwell	Hongkong
Triump	battleship	11,985	18	12,500	Comdr. Seymour	Hongkong
Uk	torpedo boat destroyer	580	—	7500	Lt. Comdr. J. C. F. Borrett	Upper Yangtze River
Wolland	torpedo boat destroyer	580	—	7500	Lt. Comdr. M. Blackwood	Yangtze River
Widgeon	river gunboat	185	2	800	Lt. Comdr. Lloyd	Yangtze River
Woodcock	river gunboat	150	2	500	Capt. H. L. Cochrane	Hongkong
Woodlark	river gunboat	150	2	500	Lt. Comdr. F. J. McGillevie	Hongkong
Yarmouth	light cruiser	8250	—	22,000	Lt. Comdr. J. Gimes	Hongkong
C/38	submarine	—	—	—	Lt. Comdr. R. K. O. Pope	Hongkong
C/37	submarine	—	—	—	Lt. Comdr. Handley	West River
C/38	submarine	—	—	—	Lt. Comdr. Barton	Hongkong
C/35	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quin	Hongkong
C/36	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, R.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonn.	guns.	dis.	Captains.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davaigny	Hongkong
Eleber	French armoured cruiser	9730	12	19,800	Capt. Gouts	Saigon
Montcalm	French flagship	9600	—	—	Capt. de Vaisseau	Shanghai
Decidée.	French gunboat	645	10	1200	Lieut. Vandiér	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Poibo	French gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tahong-Klu
+ Flagship of Rear-Admiral Colloch de Kerilla, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	360	7	300	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Rouisen	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessier	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon

* Flagship of Capt. (Commodore) Boudant, Commanding the local division India China.

Lenden	German cruiser	3600	2	3,500	Capt' v. Resorff	Hongkong
Gnisenan	German armoured cruiser	11,600	—	—	Captain Brunninghaus	Tsingtao
Illis	German gunboat	900	12	1300	Comdr. v. Gouren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtao
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tsingtao
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtao
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörbner	Tsingtao
Otter	German river gunboat	—	—	—	Capt. Lieut. Friele	Yangtze River
Scharnhorst	German flagship	11,600	26	26,300	Capt. von Schultz	Tsingtao
S. 90	German torpedo-boat	430	8	8500	Capt. Lieut. Barrenberg	Tsingtao
Taku	German torpedo-boat	280	4	9000	Obit. z. S. Claassen	Tsingtao
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tsingtao
Tsingtao	German river gunboat	223	4	1300	Capt. von Möller	Canton
Waterland	German river gunboat	223	4	600	Obit. z. S. Fris	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Rosita	Portuguese gunboat	700	—	—	Captain José de Carvalho Orato	Macao

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ESTABLISHED 72 YEARS.

WINE AND SPIRIT MERCHANTS.

WATSON'S
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Very old liqueur Scotch Whisky.

Our Celebrated **E** very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as **THE LEADING SCOTCH WHISKY IN THE EAST.**

WATSON'S E BRANDY

Finest very old **BROWN BRANDY** Guaranteed 25 years age, in wood. The finest Liqueur Brandy on the market.



VICTOR-VICTROLA

THE MOST INFLUENTIAL
ELEMENT IN MODERN
MUSICAL PROGRESS.

Prices from \$35.

Exclusive Distributors

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Powell
LTD.

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LADIES' FANCY

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NEW SLEEVE
FRILLINGS

VERY

FASHIONABLE

CHARMING
NOVELTIES
IN
NECKWEAR

THE EDWARD DISPENSARY,

G. KAMMING & Co., Ltd.

Chemists and Druggists

GREAT REDUCTIONS IN
PRICES.PRESCRIPTIONS ACCURATELY
DISPENSED.

Sole Agents, Paterson Medicine, &c.

17, QUEEN'S ROAD, HONGKONG.

electric railway systems. 797,487,581 patronised the trams, and 551,632,398 the motor-buses. In 1909 the corresponding figures were 979,465,682 total trips, of which 200,722,680 were by rail, 394,353,531 by tram, and 287,386,471 by omnibus. The number of journeys per head was 144.9 in 1903, and 243.9 in 1912.

The year 1912 was notable, as for the first time on record the trams experienced an actual diminution of patronage, the fall being over 20 millions. In the same time the number of omnibus passengers increased from 400,623,487 in 1911 to 551,632,398 in 1912. The loss to the trams is thus far exceeded by the gain made by the omnibuses, but by the Council their loss is wholly attributed to motor-bus competition. No doubt the more convenient service characteristic of the smaller vehicle must have attracted large numbers on competitive routes. The smaller seating capacity implies fewer and shorter stops, and it is these that form the most potent factors in lowering schedule speeds. The official speed limit for the motor-bus is 12 miles per hour, whilst the official maximum for the trams is 15. Both limits are, however, habitually exceeded, but the smaller seating capacity of the motor-omnibus enables it to maintain a better schedule speed between termini, an advantage which will be emphasised if the present policy of running trailer-cars takes any considerable extension. Unfortunately, such a combination as this does not merely lose time on its own account, but at every crossing checks all other traffic till it can drag clear its slow length of 70 ft. As for present losses it would seem that rail competition is at least partly responsible, the electrification of part of the Brighton line having led already to an increase of some 9,000,000 passengers per annum. This electrification will be extended as far as Conisdon within the next four years, and must seriously affect the outer tram-line receipts.

BIRTH.
To Mr. and Mrs. FREDERICK GLOVER WHITE, 84 Bonham Road, on March 8, a son, Richard Frederick.

MEMO. FOR TO-DAY.
5.30 p.m.—Weekly Meeting of the H.K. Christian Union at St. Paul's College.

MEMO. FOR TO-MORROW.
8 p.m.—Lunch of the s.s. "Tungchow" at Tai Kok Dockyard, Quarry Bay.

General Memoranda.

WEDNESDAY, March 11.—
5.15 p.m.—Annual General Meeting of the H.K. Gymkhana Club.

THURSDAY, March 12.—
12.18 p.m.—Full Moon.

FRIDAY, March 13.—
8 p.m.—Devotional Dinner at Hongkong Hotel.

SUNDAY, March 15.—
9 a.m.—Excursion to Macao.

THURSDAY, March 19.—
Evening—China Fire Ins. Co. s. Meeting, 12.30 p.m.—H.K. Fire Insurance Co. s. Meeting.

FRIDAY, March 21.—
Y.M.C.A. s. Annual Concert.

MONDAY, March 23.—
5.30 p.m.—Meeting of Shareholders and Subscribers of St. John's Cathedral in City Hall.

WEDNESDAY, March 25.—
Entrance close for H.K. C.C. Tennis Tournament.

THURSDAY, March 26.—
Hongkong Volunteer Reserve manoeuvres in conjunction with the Army and Navy.

The China Mail

HONGKONG, MONDAY, March 9, 1914.

LONDON'S POPULATION
AND TRAFFIC.

GREAT cities exist in many countries, and have transportation problems of their own; but these are vastly less difficult and less complicated than in London. New York, for example, is credited with a population of 4,770,000 but the density is but 26 per acre, as compared with 60 per acre in the corresponding Metropolitan area; whilst comparing Greater New York with Greater London, the density is only 4 per acre, as against 7.4 in the case of Greater London. The steady migration of the population to the outer rings continues in evidence, the numbers included within the County of London showing an actual diminution, whilst the outer ring are steadily gaining, and are themselves extending further and further out. London workers now sleep as much as 30 miles away from the City, the population included within what may be termed the outer suburban area being 8,471,140.

The urgency of the London road problem is shown by the fact set forth in the sixth annual report of the London Traffic Branch of the Board of Trade that of the 2035 million journeys made yearly by Metropolitan passengers, two-thirds are now made by road. The London County Council figures show an even greater proportion of roadborne passenger traffic; but in their statistics no account is taken of the 250 million suburban journeys made yearly on the trunk lines, nor is mention made of some 50 million trips by cab. Excluding these, the total number of trips made within the Metropolitan area in 1912 was 1,785,000,000, of which 436,100,000 were made over the tube lines.

SOCIAL AND PERSONAL.

The Governor of Singapore has received a telegram from the Secretary of State reporting the death of Mr. A. W. Bailey, late of the Straits Settlements Civil Service, on the 17th Feb.

The marriage between Cecil Orme Oliver, R.N., eldest son of F. Gertrude Oliver, (late Royal Navy, of 59, Clarence-parade, Southsea, and Phillips, only daughter of Major-General T. E. Stephenson, C.B., General Officer Commanding at Straits Settlements, will take place on April 15 at Singapore.

Among the passengers booked for Home by the Chiyo Maru on Saturday were Mr. T. Ramsay, of Messrs. W. S. Bailey & Co.; Mr. J. W. Taylor, of Messrs. Moxon & Taylor, and Mrs. Taylor; Mr. J. F. Lowder, of the Chinese Customs; and Mr. J. H. Doherty, manager of the Shanghai office of the Robert Dollar Steamship Co., and Mrs. Doherty.

SEAMEN'S MISSION.

Last Year's Work.

From the annual report of the Seamen's Mission, Hongkong, just issued it appears that the activities of the organisation were well maintained in the past year. The Seamen's Institute was well patronised during the winter months and had been of service in a somewhat lesser degree during the summer. As usual the concerts proved highly popular and at the annual Seamen's Service on Trafalgar Day, 150 officers and men of the Royal Navy were present.

The somewhat large debt on the institute fund was considerably reduced by the transfer of \$1,000 from the general fund, which left a deficit of \$723 in the general fund. The table by visits, etc., is as follows: To ships 1212, to Sailors Home 124, to Hospital 24, services held 127 (attendance of seamen 1182), concerts held 21 (attendance of seamen 1300). Subscriptions and donations during 1913 totalled \$2,685, while at the institute the rent from cabins and beds amounted to \$3,550, and board lodging to \$9,508. Billiard receipts brought in \$886, and that from concerts came to \$222. Offerings at St. Peter's Church during the year amounted to \$815, which included a special offering for C. M. Association and Alice Memorial Hospital, and the donations to \$402.

The Committee desire to express their gratitude for the generous way in which the community, in general, and the large firms in particular, have supported the work during the past year.

PROBLEMS AVOIDED.

THAT the Hongkong and Shanghai Banking Corporation, Ltd., has been successful in avoiding the problems of the other banks in the colony is a fact which is well known to all who are conversant with the subject.

ALLEGED FRAUDS.
SOVEREIGNS AND BANK
NOTES MISSING.

Two in various cases of fraud have come under the notice of the police, and the alleged perpetrator, a money changer named Ng Tin San, said to be the manager of the Ho Hop money changing shop at Bonham Strand, is believed to have absconded.

Yesterday afternoon Ng Tin San is stated to have gone to another money changer at No. 55 Bonham Strand and bought 300 sovereigns for \$2,065 dollars. The 300 sovereigns were to be given to Ng Tin San's house and was asked to wait outside for the money. He continued to wait and repeatedly knocked on the door but could get no answer.

About 3 o'clock the same afternoon, the manager of the Win San Bank, Queen's Road central, reports that Ng Tin San entered the bank to purchase bank notes amounting to \$2,308 in Kwong currency for which he was to pay \$5,000 in Hongkong currency. The bank notes were sent round to San's house who was supposed to return in about three hours to pay for them. But when the street was patrolled with the police, Ng Tin San was not seen again.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Portuguese gunboat "Patria" arrived in the Harbour yesterday.

H.M.S. "Yarmouth" is leaving Hongkong on Saturday for British North Borneo, Labuan, Singapore and Colombo.

During the fire at Wing Lok Street on Friday night, some person stole a leather trunk containing clothing valued at \$104 and \$45 in money from the premises.

The British National Council of the Education Fund for Europeans and Eurasians in India recently decided to transfer £100,000 to the European School in India Improvement Association.

Saturday's cricket scores and a description of the new Mercantile Bank building, London, will be found on page 4; while on page 2 is an interesting article giving an "English Woman's Experience in Mongolia."

A fine of \$20 was imposed by Mr. Wood this morning for cutting trees on the hillside at Shaukiwan. The man said he wanted the wood for making pipe stems. Mr. Green of the Forestry Department prosecuted.

A man was charged to day with playing for hire on unlicensed rickshas, and fined \$5 by Mr. Huxford. The police, it was stated, found much difficulty in tracing articles when their wife's unlicensed ricksha coolies about.

The Harbour Master has made the following regulation—When a steamer is approaching a wharf for the purpose of going alongside, and has approached within two ship's lengths of such wharf, no vessel shall pass between such steamer and the wharf, except such as are employed in running lines from such steamer.

The trees which were a feature of Chater Road and Royal Square were cut down by Public Works Department coolies this morning. The picturesque appearance of this part of the harbour front has been adversely affected by their removal and, if their old position interfered somewhat with traffic, it is to be hoped that they will be replaced by other trees more conveniently placed near the side walks.

Under the auspices of the Lam Long Wan King Amateur Dramatic Association the second athletic meeting took place on Saturday on the Kings Park, Kowloon. The programme was crisscrossed with various events and a large crowd of Chinese spectators to enjoy the fun. The programme was hardly the said of the few Europeans who were each handed a programme printed solely in Chinese. A band discoursed selections of music between the events.

The action brought by the Great Western Smelting and Refining Co. of San Francisco against T. P. Marques of Macao to recover from him the sum of \$85,000 as guarantor of Messrs. Arnold and Co. of Hongkong, in regard to the performance of a contract under which they were to supply the plaintiffs with a quantity of old Chinese cannon was continued in the Supreme Court to-day. Mr. Pink, plaintiff's representative, who conducted the negotiations for them, completed his evidence this morning and after Mr. Pink had been called to speak to what occurred at an interview at Macao, Mr. Wilkinson (of Messrs. Willkinson and Grist) who represented all the parties when some earlier proceedings against a Chinese were discontinued went into the witness box.

A FAMILY STORIES.

VERY early in the morning a family of four persons, consisting of a man, a woman, and two children, were found dead in a room at the Hotel de Ville, Paris. The cause of death was asphyxiation by carbon monoxide gas.

MINING EXPERT AND
HIS ARMS.FINED \$240 FOR EXTRA
AMMUNITION.

Dagger as "Bread Knife."

Before Mr. Wood at the Magistracy this morning, George Finfer, who said he was a mining engineer of the Canton Province Mining Co., living at No. 33 Queen's Road Central, was charged with being in unlawful possession of ammunition.

Mr. Mason, defending, said his client had permits for two revolvers and 200 rounds of ammunition and that he had no knowledge of the ammunition discovered over and above that amount. Finfer was a mining engineer of the Canton Province Co., which had a capital of a million dollars.

Deft. Drury said that last night he was supervising passengers on the Lee Kee Wharf. He saw the defendant go on to the wharf walking by the side of two coolies carrying baggage. He asked the defendant if the baggage belonged to him and he answered "yes," and when asked for permission to search he said "Go ahead."

Witnesses testified to him he was searching for arms, and then called Chinese constables to assist him. A suit case, which was not locked, contained two pockets of revolver ammunition (100 rounds), one revolver, one dagger and also 20 rounds wrapped in an envelope. In a locked basket a Chinese constable found five packets of Winchester rifle ammunition containing 50 rounds each, eight packets of revolver ammunition amounting to 400 rounds. In another package was found four packets of small Winchester ammunition of 80 rounds.

Mr. Wood: Where does the second revolver come in?

Witness: He was wearing that on his person.

Proceeding, witness deposed defendant said he did not know the extra ammunition was there, and produced two permits which were for 200 rounds and two revolvers.

Mr. Mason: There was no difficulty put in your way at all?

Witness: No sir.

Mr. Mason accepted the officers evidence and said the Province of Canton Mining Co., of which the defendant was mining expert, was carrying on very extensive gold mining operations in the interior of China. He had been employed by the company to go out and superintend operations at those works.

Mr. Wood: All that does not effect the case.

Mr. Mason: I am establishing the man's bona fides. I suppose it is assumed that he would sell the arms to the Chinese.

Mr. Wood: That does not do the case. Defendant, went on Mr. Mason, had only been in the Colony a fortnight and had permits to carry arms and ammunition. The Chinese boy going up to Canton with the defendant was the same boy as had made the journey several times by Mr. Obern. Defendant packed his own case and put in one hundred rounds of ammunition and one revolver. It was necessary for him to take his own bedding and his own cooking utensils and these were in charge of the boy, who had since disappeared on hearing there was trouble. Defendant told the boy to pack the basket with the necessary food and kit knowing that the boy knew what was wanted. He also told him to put in 100 rounds of revolver ammunition. Whether the boy did not understand or—

Mr. Wood: Put your client in the box.

The defendant, in the box, admitted that he had permits for two revolvers and 200 rounds of ammunition.

Mr. Wood: Have you a permit the dagger?

Defendant: No, I did not know it was necessary. The dagger is mine. I have carried it for about seven years.

Where did the 20 loose rounds come from, which were found in your kit bag?—I can't say where they came from. The boy must have put them in.

Have you seen them before? Do they fit your revolver?—That I can't say.

The 350 rounds of Winchester rifle ammunition does not belong to you?—No. Who does the basket belong to? It belongs to me. I used it to pack my provisions in.

Where is Mr. Obern?—He is on his way to America.

To Inspector Sullivan: Are all the 400 rounds of the same type?

Inspector Sullivan: There are two.

How many of each?—200 rounds.

Defendant said he did not get the second 100 rounds in his suit case as it was too heavy. He told the boy to put them in the basket.

The magistrates request defendant picked out the second 100 rounds.

Inspector Sullivan: Which revolver does that ammunition fit?

Defendant replied he had not used that kind of ammunition before.

"It does not fit either," observed the Inspector.

Mr. Wood: When you went the second time to get a permit did you tell the Capt. Superintendent you already had one?

Defendant: I did not see the Capt. Superintendent, but the gentleman in the next office.

THE "SIXTY-FIVE"
CENTS CASE.REGISTRAR SUE BY HIS FORMER
SUBORDINATE.

In the Summary Court this morning before Mr. Justice Gumpert, Alim Khan, a clerk in the General Post Office, sued Mr. H. A. Nesbit, Official Administrator at the Supreme Court, to recover the sum of sixty-five cents expended for and on behalf of the defendant as administrator of the estate of Leung Chan.

Mr. P. M. Hodgson, assistant Crown Solicitor defended, plaintiff conducting his own case.

Plaintiff said he was at present a clerk in the General Post Office, but on January 30, 1913, he was clerk to the Official Administrator. On that day he was deputed to take letters of administration in re Leung Chan Shi deceased to the Stamp Office and to pay the probate duty payable on the value of the estate and the necessary court fees. For that purpose he was handed an open cheque for \$69.20, in accordance with a memo of court fees and probate duty prepared by him (plaintiff) and confirmed by the Deputy Registrar, and accountant, Mr. Leo Jones. On plaintiff presenting the letters of administration at the Stamp Office he was informed by the clerk who attended him that he had to pay 65 cents interest on the amount of the probate duty which amounted to \$48. This amount of 65 cents had not been accounted for in the memo of fees signed as correct by the accountant. It was in the afternoon, and he paid the 65 cents out of his own pocket to complete the matter. On his return to the Registry he reported the matter to Mr. Leo Jones, who had omitted to check the accuracy of the memo of fees and to notice that there was interest payable. When he made the report Mr. Leo Jones said "All right; the estate has no money just now to pay you. Keep a note of this, and as soon as we get some money to the credit of the estate you will be paid." He did not apply for payment of the 65 cents until June 30 last year, when he was transferred from the Registry. He subsequently applied for payment and defendant made no reply to his request.

His Lordship said there was of course one difficulty. He did not know that plaintiff was entitled to sue defendant as the debt was due from the Crown, he supposed.

Plaintiff said that was not the case. The estate was being administered on behalf of those interested and the money would go to those interested and not to the government.

Cross-examined, the plaintiff said he went to pay the probate duty with an open cheque. The procedure in these cases was that the administrator made out a direction to the Treasury and the Treasury debited the estate. He did not mention the payment to Mr. Nesbit as he had absolutely nothing to do with accounts, and would have referred the matter to Mr. Leo Jones, the deputy registrar. He at first paid the money without the defendant's knowledge at all. He did not tell the Administrator of the payment, but he told Mr. Leo Jones.

He had no authority in express words to make the payment, Mr. Leo Jones did tell him that the money would be repaid when there was money in the estate.

Mr. Hodgson said there was as a matter of fact a large sum to the credit of the estate at that time.

Plaintiff said the money did not belong to this estate, but was borrowed from another estate. In reply to a further question he said he paid the 65 cents in order to save the estate another day's fees.

Mr. Hodgson: Very good, you say.

Mr. Hodgson put in a letter written by plaintiff to defendant and asked if that was the first communication that Mr. Nesbit had of the demand.

Plaintiff: No; he had heard a lot about it before a committee of the Executive Council. He was under my cross-examination for over four.

Is that the first request you made of Mr. Nesbit?—Yes.

You were still in the Government service when you wrote that letter to Mr. Nesbit?—Quite so.

I put it to you it would have been more seemly to have written a polite note to Mr. Nesbit than a threatening letter.—I put it very politely to Mr. Nesbit before the Council and he denied all knowledge of it. He swore that he never gave me open cheque.

It does not matter at all what he swore, Mr. Khan.—Yes, it does matter.

Mr. Hodgson: Not in this case.

Mr. Hodgson said that it was quite possible that defendant paid the 65 cents. It had been paid by somebody, and he was not in a position to dispute defendant's word that he paid it. But plaintiff's first application for the money was the letter he had put in, and he admitted that having regard to the relative positions of plaintiff and the Official Administrator it was a most impudent letter. If plaintiff had written in a polite manner nothing more would have been heard of the matter, and defendant might have paid the 65 cents even if he had had to pay it out of his own pocket. But in fact, that letter and what followed defendant did quite rightly coming to court and asserting his true legal rights. In fact, of plaintiff's statement in the witness box that he paid the amount without authority was not entitled to be covered.

His Lordship said the case was little to pay the money. It was plaintiff's letter that was the trouble. The money was a small sum, and the case was not worth the cost of litigation.

Mr. Hodgson having addressed his Lordship.

Plaintiff referred his Lordship to a number of authorities and also addressed him upon the point of the case.

The Lordship, intimating that he would like to look up authorities upon the point of satisfaction, reserved judgment.

His Lordship said he was not able to cover.

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Mr. Hodgson having addressed his Lordship.

LANGKAT'S REPORT.

PROFITS TIS. 760,000.

Messrs. Benjamin and Fots, share brokers, inform us that they have to day received the following telegram from Shanghai:—

"The Langkat Report has been issued. The net profits, including the 32,000 brought forward from last account, are Tis. 760,000; written off Investments, Tis. 83,000; also, all revenue from Investment Account written off again 8 share depreciation, making Tis. 240,000 altogether."

DOCTORS AND THE PANELS.

Mr. Lloyd George on the Financial Position.

Mr. Lloyd George presided on the 4th ult. at a complimentary dinner to Dr. Addison, M.P., at the Hotel Metropole. It was not a political gathering. The dinner had been organized by a representative committee of members of the medical profession, with Lord Sandhurst at its head, publicly to acknowledge the services which Dr. Addison has rendered, not only to medical research, but also to the profession in the House of Commons, especially in relation to the Insurance Act.

The Chancellor of the Exchequer, who proposed the toast of the evening, referred, in the course of his speech, to the position of the doctors under the Insurance Act. He mentioned that, of the 22,500 general practitioners in Great Britain, over 20,000 were on the panels, and that 4,500,000 had been distributed among them, giving an average for each doctor of 2230. These figures related to only a third of the population. Assuming that the doctors were paid at the same rate for the other two-thirds, the average remuneration would work out at £1,000 a year in London, and £1,100 in Birmingham and Liverpool.

Plaintiff said he was prepared with authorities in support of his claim.

In reply to his Lordship Mr. Hodgson said he denied that plaintiff reported the payment to Mr. Leo Jones. He called attention to the fact that the payment was made over a year ago.

Plaintiff said he had other troubles at the hands of Mr. Nesbit as Registrar of the Supreme Court and had no time to think of 65 cents.

His Lordship observed that the point at issue was a legal one.

Mr. Hodgson assented, and added that the rest of the case was nothing.

Plaintiff said the Deputy Registrar in the execution of his duties carried the defendant's assumed approval of his actions; and he also submitted that payment of the 65 cents was ratified by the Deputy Registrar.

Mr. Hodgson said that was not admitted.

Plaintiff intimated that he would like to ask Mr. Nesbit some questions.

His Lordship said he did not think plaintiff could ask defendant to go into the witness box if he did not wish to do so.

Plaintiff: He is defendant, and I want to prove that the Deputy Registrar is defendant's agent.

Mr. Leo Jones, who was called by the defence, stated that he had no recollection of making any promise to plaintiff to pay the 65 cents.

Plaintiff: Was there anything wrong in my paying the 65 cents?—Yes; you should not have paid it without authority.

Plaintiff mentioned to his Lordship that he had many things without direct authority, such as posting letters and paying excess of postage and also spoke to purchasing champagne glasses and other things privately for defendant. He did many things which he need not have done in the strict performance of his duties. He asked that he might call defendant to speak to the scope of his duties.

Mr. Hodgson said he had no objection to Mr. Nesbit being called but he would not allow him to be subjected to a severe cross-examination on matters which had nothing to do with this case, and which were irrelevant.

His Lordship pointed out that in the course of business between himself and the head of the department various things were done irregularly, which must be assumed to have been done with the authority of the head of the department.

It was quite impossible for plaintiff to make his point without some cross-examination and it was idle to say witness could go into the box and not be cross-examined.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

ANTI-AIRCRAFT GUNS.

FIRST APPEARANCE IN THE NAVY.

LONDON, Mar. 9.
H.M.S. Iron Duke puts out to sea on the 23rd inst. fitted with two new anti-aircraft guns.
This will be their first appearance in the British Navy.

SAN FRANCISCO EXHIBITION.

South Australia to be Represented.

LONDON, March 9.
A telegram from Adelaide states that South Australia will be represented at the San Francisco exhibition.

THE SOUTH AFRICAN LABOUR PROBLEM.

Proposed Boycott.

LONDON, March 7.
Despatches from South Africa and speeches by the deportees from that country in London on Friday evening show that negotiations have begun with the British Transport Workers' Union, 'Wood Operatives' Union, and the Dockers' Union with a view to boycotting South African goods. The headquarters of the International Frades Union and the Socialist Secretariat at Berlin have also been communicated with.

Tom Mann's Mission.

Mr. Tom Mann, the well-known Labour leader, has left for South Africa, being given an enthusiastic send-off by Labourites at Waterloo, where the "Marsuillaise" and the "Red Flag" were sung. Mann said he was going to organise the workers in South Africa.

LATER.

Another Deportee.

A telegram from Cape Town states that a member who took part in the Johannesburg "Trades Hall" affair on January 15 will be deported tomorrow. The man's record shows seven serious crimes and a conviction for selling intoxicating liquors to natives. For these he is being deported, and not because of his participation in the labour troubles.

BRITISH TRADE.

The Returns for February.

LONDON, Mar. 8.
The returns of imports and exports of the United Kingdom for the past month shows a decrease in imports of £1,736,406, and an increase in exports of £1,099,054. In the former the decrease is principally in wool, which reveals a falling off of £1,607,514, and also cotton, which decreased by £742,576. The increase in exports is brought about by cotton goods, which have risen by £519,466, and machinery, which shows an increase of £390,055.

THE DERBY FAVOURITE.

"The Tetrarch's" Condition.

LONDON, Mar. 8.
Sporting Life publishes an interview with Mr. John Coleman, the famous veterinary surgeon, who yesterday examined the Derby favourite, The Tetrarch, at Stockbridge. When the horse had done a sharp five furlong canter, Mr. Coleman's fears were that all was not well, but whether it is knee or tendon trouble cannot definitely be stated at present.

ANOTHER ALLEGED LIBEL ON THE CROWN PRINCE.

Editor of the "Yorvaster" Sent to Prison.

LONDON, Mar. 8.
Herr Meyer, the editor of the Socialist journal "Yorvaster," has been sentenced to three months' imprisonment for libelling the Crown Prince in connection with his farewell of the Danzig Hussars, declaring that the Prince, while being girlishly sentimental, was also a hot-headed Chauvinist.

A LIFE SAYER.

It is said that Chamberlain's Colic, Cholera, and Diarrhoea Remedy has saved the lives of more persons and relieved more suffering than any other medicine in the world.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BOXING IN SYDNEY.

BAYLOR V. MCCOY.

LONDON, March 9.
A telegram from Sydney states that Milburn Saylor knocked out Hord McCoy of Victoria in the eighteenth round.
The contest was one of the best ever witnessed at the Stadium.

SUFFRAGETTE'S DEMONSTRATION.

LONDON, March 9.
Miss Sylvia Pankhurst being observed by the police on an omnibus proceeding to a demonstration in Trafalgar Square, was arrested.
The news of the arrest so exasperated the demonstrators that they, armed with sticks, decided to march to Downing Street to protest.
They attacked the police, who off-headed them, and the mounted police scattered the procession.

A TRAGEDY OF REVENGE.

LONDON, March 8.
Reuter's St. Petersburg correspondent telegraphs that the Chief of Police, Colonel Chebisoff, has been shot dead by a junior officer in revenge for a reprimand.

THE ALBANIAN THRONE.

LONDON, March 8.
The Prince and Princess of Wied arrived at Durazzo. They were welcomed upon landing, and also received an ovation.

THE FRENCH NAVY.

Construction of Five Super-Dreadnoughts Recommended.

LONDON, March 8.
A telegram from Reuter's Paris correspondent states that the Report on the Naval estimates recommends the construction of five additional super-dreadnoughts to restore the balance of power in the Mediterranean with Austria and Italy.

RUSSIAN MINE EXPLOSION.

A Casualty Workman.

LONDON, Mar. 8.
An explosion was caused in the Orlowo mine district of Slaviansk through a miner opening a safety lamp to light a cigarette. In the explosion 24 persons were killed, and two saved. One man is missing.

THE BRITISH ARMY.

Second Cavalry Division to be Formed.

LONDON, March 7.
The Morning Post says it is understood that the Second Cavalry Division will be formed as soon as South Africa can spare more troops.

AN AUSTRALIAN FRIEND OF ULSTER.

LONDON, March 7.
Earl Grey has cabled from New Zealand that an Australian sympathiser has subscribed £25,000 to the Ulster funds.

THE PANAMA CANAL TOLLS.

Repeal of the Exemption Clause.

LONDON, March 7.
The Committee of the House of Representatives, as a telegram from Washington, has reported favourably by 17 votes to 4, on the Bill to repeal the exemption clause from the Panama Canal Tolls Act.

The Chairman of the Committee said he would press for repeal at the quickest possible moment. He denied any influence except that of national honour to be responsible for the change in the law.

The Republican leader, Mr. Mann speaking in the House of Representatives, said that after reading London despatches expressing the opinion that President Wilson was afraid of Japan in connection with the Panama Canal tolls exemption, he understood President Wilson's reference to "matters of even greater delicacy and nearer consequence" of which he spoke in his message to Congress as dependent on repeal.

Mr. Mann continued: "I don't count on, but I am not afraid of war with Japan on any other country, and I will not yield to the wishes of Europe, which I believe to be right, in the matter of what anybody else."

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE MEXICAN CRISIS.

ARMING AMERICANS IN MEXICO CITY.

LONDON, Mar. 9.
A telegram from Vera Cruz states that Vice-Admiral Fletcher, with the concurrence of the Mexican Government has sent 350 rifles and ammunition to arm Americans in Mexico City in the event of a rising.

Another Englishman Involved.

A telegram from Washington states that at the instance of Sir C. Spring Rice, the British Ambassador, the American Consul at Chihuahua has been instructed to investigate the case of an Englishman named Sydnay, who was driven off his ranch and had his property threatened with destruction.

OPENING UP OF ANGOLA.

An Important Decree.

LONDON, March 9.
A telegram from Lisbon states that the Minister for the Colonies announces that a decree will be issued opening up the hinterland of Angola for free transit to foreign merchandise.
The decree, however, will not be brought into force until detailed regulations are framed.

BRITISH NAVAL OFFICERS BANQUETTED IN ITALY.

LONDON, Mar. 8.
The British Mediterranean Squadron is visiting Italian ports. Admiral Sir Berkeley Milne and his staff were the guests of the Municipality of Genoa yesterday at a banquet. A gala performance at the Theatre followed. There is much enthusiasm at Palermo also, where the Second Squadron has arrived.

THE CHINA COAST.

In the course of an article in "Chamberlain's Journal" on "The China Coast," Mr. J. G. Smith writes:

Unlike the navy, where the "personnel" is changed every three years, the China coast means home to the officers working out there; and as Shanghai and Hongkong are the "home ports," there they live and have their being, varied in the course of a lifetime by three or four trips to the Old Country. The two principal British shipping companies on the coast are Messrs. Butterfield and Swire (China Navigation Company) and Messrs. Jardine, Matheson and Company (Indo-China S.N. Company). Every British ship on the coast has at least six Europeans on board—a captain, two officers, and three engineers. The deckmen are a cosmopolitan lot from all over the British possessions; but the engineers are Scots almost to a man, Greenock and Dumbarton claiming most. In the old days, on the coast, the Europeans employed were, according to the many stories still current, a "hard case" lot, derided from the Royal Navy and the great companies, and any Vandalic individual in search of pastures new or the spice of adventure supplied by the continuous troubles of China. Now all is changed, or changing very rapidly. Conditions of life on the coast have improved so much that the China "coaster" has evolved into quite a respectable citizen. He looks for advancement in his company, not for an opportunity to get out and become a general in the Chinese army, or political adviser to some viceroys, as in the case of Generals Ward and Mosely. The only other British shipping firm of any consequence is the Douglas Steamship Company, who own three or four fine ships running between Hongkong, Amoy, Swatow, and Foochow. There are also a few Chinese-owned ships flying the red ensign; but the Norwegians alone seem to compete successfully against the British firms, and even these often disappear during spells of slack trade. Numerous Miao and Canton river steamers also fly the British flag, although most of them are owned by Hongkong Chinese. The only serious rival to British shipping on the coast is the China Merchants S.N. Company. This concern is purely Chinese, and has always had the support of the Government; but, notwithstanding this, its trade has not expanded much. Its operations are still "principally confined to the run between Tientsin and Shanghai."

In ships are offered by Europeans, mostly Scotchmen, and until very recently two well-known Scots, Mr. Watt and Mr. Clements, held almost undisputed sway in the Shanghai office. They are not mentioned more in the Chinese flag, but the Chinese have generally been disinterested in their employment, and have been content to let them run their business as they saw fit.

ADMISSION OF A SOLICITOR.

TOR.

In the Supreme Court this morning the Chief Justice, Sir William Rees Davies, admitted to practice in the courts of the Colony Mr. Raymond Alexander Stokes, who has joined the office of Messrs. Dawson, Looker, Dawson and Harston.

The application was made by the Attorney General who asked his Lordship to grant an exemption from certain formalities required by ordinance as Mr. Stokes had forgotten to bring out with him one of the two necessary certificates of fitness stipulated for.

His Lordship, in admitting Mr. Stokes to practice granted the exemption asked for on the understanding that the necessary documents are filed later, and expressed the hope that his career in Hongkong would be a long and prosperous one.

STANDARD OIL CO. AND CHINA'S OIL FIELDS.

NEW YORK, Feb. 13.
Standard Oil officials to-day confirmed the report that an agreement had been reached between the Standard Oil Company of New York and the Government of China, providing for the development of certain oil districts in that country by an American-Chinese company, in which the Standard Oil Company of New York will hold a large controlling interest and the Government of China will be a partner.

The preliminary arrangements for the present agreement included a loan of \$15,000,000 to the Chinese Government, but that feature was dropped out in the final plans.

The Standard Oil Company of New York now has about \$23,000,000 invested in oil stocks in China, and the experience of the company have been very gratifying.

Disappointment is expressed, however, that American bankers are not participating in the loans to the Chinese Government. Officials of the Standard Oil fear that other foreign capital will get ahead of American in the development of China's vast resources, and reap the extensive benefits which, they believe, are to be derived therefrom.

A despatch received here to-day emanating from a usually trustworthy source in New Orleans states that a British oil syndicate, controlled by English and Scotch capital, has closed a deal for the purchase of 1,025 acres of land at oil stations, on the Yanco and Mississippi Valley Railroad, for \$100,000. Contracts calling for the expenditure of millions for storage and refinery plants are believed to be under consideration. "Daily Telegraph."

(The text of the agreement is published in another column—Ed. C.M.)

OUT OF JURISDICTION.

A Matter for Application.

In the Summary Court this afternoon the Puisne Judge gave judgment in the action brought by the Wing Tai firm against Messrs. Bume and Reif, merchants, to recover the sum of \$187.50, the amount of damages sustained by plaintiffs by reason of the failure of defendants to deliver to them two cases of elastic web, the balance of three cases sold to plaintiffs under a contract.

His Lordship stayed the action after consideration of an objection by Mr. Lewis, solicitor for defendants, that the Court had no jurisdiction "owing to a clause in the contract which referred all disputes arising under it to arbitration; and ordered costs against the plaintiff, except as regards a payment into Court and discovery.

A submission by Mr. Faithfull (for the plaintiffs) that a payment into Court and discovery by defendants was an admission of jurisdiction was over-ruled, his Lordship holding that the objection was taken in good time.

PERSONAL TRIBUTE TO SIR E. CARSON.

Owing to several other important political dinners having been arranged for March 6, the date of the complimentary banquet to Sir Edward Carson at the Ritz Hotel has been altered to March 12. On this occasion, by way of contrast with other dinners, such as the postponed one at the Constitutional Club, at which the Ulster leader is being entertained as the principal guest, the intention is that there shall be no speeches. This feast will be restricted to about 100 of Sir Edward Carson's most active associates and supporters by the Agents for the Ulster, who desire to pay him a personal tribute.

Englishmen of all ranks will meet on Wednesday, March 4, at the Helong Club to consider the question of the Ulster leader's return to the Ulster, and what from the celebration should be done to mark the occasion.

SPORTING.

ASSOCIATION FOOTBALL.

Hongkong Shield Tie Replay.

H.M.S. HAMPSHIRE, D.C.L.I.
These teams met on the Hongkong Club ground on Saturday to try to settle who has the right to meet the Club in the semi-final. Teams:—

H.M.S. Hampshire—Seymour, Morey, Martin, Haywood, Hookham, Gander, St. Croix, Lee, Friend, Poe, Gilbert.

D.C.L.I.—Johnson, Bailey, Fife, Holmes, Newman, Trenglar, Ryan, Newbold, Smith, Cutmore, Williams.

A run by the "Dukes" gave Martin a chance of showing his defensive ability. Gilbert secured and put across a centre to the other end, and Friend scored what proved to be the only goal of the match. The "Dukes" replied vigorously and Seymour in the sailors' goal had to be smart in saving from Smith and Newbold. Martin played splendidly. Ryan put a centre to Smith's feet who, however, shot wide. Lee and Poe combined well and gave Fife, Bailey and Johnson some trouble. Half time score:—

H.M.S. Hampshire, 1; D.C.L.I., 0.

For a time the second half was one long spell of attacking by the soldiers during which Smith, Ryan and Newbold all had shots, which Seymour cleared. Martin played faultlessly and but for him the sailors would probably have lost their lead. The sailors took a turn at the other end and Poe nearly scored again after St. Croix had beaten Trenglar and had "centred." Cutmore went through with a rare dash but at the critical moment Seymour left his goal and cleared smartly. The end came with the sailors rather lucky winners.

Result:—H.M.S. Hampshire, 1; D.C.L.I., 0.

83rd Coy., R.G.A. v. R. E. RESERVE.

These teams were engaged in a 2nd Division United Services League match at Lyman on Saturday.

The R.E.'s started two short, and, after a while, made their number up to ten, playing one short for the rest of the game. Goals were not long in coming, Marle scoring for the gunners. The R.E.'s immediately equalised. After trying several shots, which found Townsend, the R.E. custodian, in good form, Graham succeeded in notching number 2. Half time score:—83d Coy., R.G.A., 2; R. E. Reserve, 1.

In the second half the R. E. A. were vastly superior. Philip led off the scoring, Franks registering the fourth with a good shot. An occasional rush by the R.E. relieved the monotony but before the end Graham and Marle scored further goals. Result:—83rd Coy., R.G.A., 6; R. E. Reserve, 1.

83rd Coy., R.G.A. v. H.M.S. TAMAR RES.

This 2nd Division United Services League match took place on the Military ground on Saturday. Teams:—83rd Coy., R.G.A.—Bridgwater, Pallant, McCubbin, R.G.A.—Bridgwater, Pallant, Edgler, Draper, Watson, Dew, Faulkner, H.M.S. Tamar Res.—Dugdale, Milligan, Grimes, Newman, Spillane, McConkey, Chard, Amos, Pearce, Cobb, Bates.

Referee, C. Q. M. Sergt. Blake. Bridgwater saved Amos while Pallant and McCubbin were a reliable defence. Pearce missed a good chance while Amos shot wide at close range. The interval arrived with the score sheet blank.

Faulkner made several heading rushes on the gunners' left but his work was not improved upon. Watson, in the centre, was too clever for his opponents, and scored the only goal of the match. Result:—83rd Coy., R.G.A., 1; H.M.S. Tamar Res., 0.

D.C.L.I. BAND v. STAFF & DEPARTMENT.

These teams also engaged in a 2nd Division United Services League match on Saturday on the Murray Barracks ground. Teams:—D.C.L.I. Band—Hadditch, Cann, Rinscoe, Smith, Alexander, Little, Wright, Wilcox, Howell, Candler, Ward. Staff & Department—Pritchett, Hooper, Shipton, Woods, Plann, Brown, Hynes, Roberts, Davies, Boyle, Carter.

Referee, Mr. Williams. The Band were early in goal. A shot from the right being headed into goal by one of the Staff backs and two smart forwards rushed the leather through. Davis and Roberts were responsible for many creditable efforts for the Staff who, however, found a strong defence. The Band scored again when Wright putting in a fine centre which Howell converted. Davis nearly beat Hadditch from close in while Boyle and Roberts missed golden opportunities of scoring. Halftime score with the score:—

D.C.L.I. Band, 2; Staff & Department, 0.

The second half favoured the Staff who did the bulk of the attacking and were unlucky to lose. At the other end, Wright was usually dangerous. Hooper and Shipton defended well. A penalty kick fell to the B. & D. from which Davies scored. The result was:—

D.C.L.I. Band, 3; Staff & Department, 1.

H. K. F. CLUB v. H. M. HAMPSHIRE.

These teams met on Wednesday evening on the Club's Ground at 4.30 in the semi-final for the Shield. The following will represent the Club:—

Goal: H. G. Cope; Backs: A. J. Stalker, J. A. J. Hamilton; Halves: W. B. Wicks, E. G. Barlow and E. F. Lee; Forwards: W. V. Pennell, A. Vireux, F. Wilks, M. J. Ballion, and N. G. A. Crocker.

Teams.

A tournament on the track-out grounds has been arranged by the Olympic Club, for a cup presented by the "Herald," with a club prize for the runner-up. The draw for the first round is as follows:—

Middleton v. Lambert, Arthur v. Donaldson, Macdonald v. Galt, H. G. v. Galt, W. V. v. Galt, W. V. v. Galt.

Referee, Mr. Williams.

83rd Coy., R.G.A. v. H.M.S. TAMAR RES.

These teams were engaged in a 2nd Division United Services League match on Saturday on the Murray Barracks ground.

The R.E.'s started two short, and, after a while, made their number up to ten, playing one short for the rest of the game. Goals were not long in coming, Marle scoring for the gunners. The R.E.'s immediately equalised. After trying several shots, which found Townsend, the R.E. custodian, in good form, Graham succeeded in notching number 2. Half time score:—83d Coy., R.G.A., 2; R. E. Reserve, 1.

In the second half the R. E. A. were vastly superior. Philip led off the scoring, Franks registering the fourth with a good shot. An occasional rush by the R.E. relieved the monotony but before the end Graham and Marle scored further goals. Result:—83rd Coy., R.G.A., 6; R. E. Reserve, 1.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

VESSELS	TO SAIL	REMARKS
HEMISTIA, NEW KOB, KOBIA	14th Mar.	Freight and Passengers
SHANGHAI	14th Mar.	Freight and Passengers
LONDON, via Suez	14th Mar.	Freight and Passengers
LONDON & ANTWERP	14th Mar.	Freight and Passengers
Port Said & Alexandria	14th Mar.	Freight and Passengers

All the above steamers are fitted with Wireless Telegraphy.
P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.
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PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From St. John N.B.
EMPEROR OF RUSSIA, Thu, Mar. 19	Sat, April 11
EMPEROR OF INDIA, Thu, April 2	Wed, April 29
EMPEROR OF JAPAN, Thu, April 8	Sat, May 9

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF INDIA are new quadruple screw 12,000 ton steamers of 18800 tons gross—50,000 tons displacement—the fastest, latest and most luxurious on the Pacific.

Passage Rates, HONGKONG TO LONDON

VESSEL	Optional Atlantic Port	Rate
EMPEROR OF RUSSIA	do	£71.10
EMPEROR OF INDIA	do	£85
EMPEROR OF JAPAN	do	£85

For further information apply to D. W. ORRADOOK, General Traffic Agent, Corner Queen Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP	HIRANO MARU	WEDNESDAY, 11th Mar., at 10 a.m.
SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KATORI MARU	WEDNESDAY, 26th Mar., at 10 a.m.
VICTORIA, B.C. & SEATLE	SADO MARU	TUESDAY, 10th Mar., at Noon
YOKOHAMA, KOBE, YOKKAICHI & YOKOHAMA	YOKOHAMA MARU	TUESDAY, 24th Mar., at Noon
Kobe & Yokohama	KASHIMA MARU	TUESDAY, 10th Mar., at 3 p.m.
Shanghai, MOJI and PENANG	PENANG MARU	THURSDAY, 12th Mar., at Noon
MARSAK, KUBE and YOKOHAMA	TANGO MARU	WEDNESDAY, 11th Mar., at 11 a.m.
SINGAPORE and MELBOURNE	KUMANO MARU	WEDNESDAY, 11th Mar., at Noon
YOKOHAMA, KOBE, YOKKAICHI & YOKOHAMA	YOKOHAMA MARU	WEDNESDAY, 11th Mar., at Noon
BOMBAY, via SINGAPORE, BOMBAY MARU	BOMBAY MARU	MONDAY, 9th Mar., at Noon
Calcutta via SINGAPORE, HAKATA MARU	HAKATA MARU	SATURDAY, 21st Mar., at Noon

For further information apply to T. KUSUMOTO, Manager.

"HONGKONG'S MUSICAL HISTORY"
BY H. L. O. GABRIEL

Some 10 reprints of a series of articles that appeared in the CHINA MAIL

SHIPPING

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THE AMERICAN LINE TO SAN FRANCISCO
Via Shanghai or Manila, (Nagasaki Inland Sea, Kobe, Yokohama and Honolulu)

THE SUNSHINE BELT
Operating the following steamers
MONGOLIA, MANCHURIA, KOREA, SIBERIA
MILLE CHINA and PERSIA

Some Features of Service:
Signal Service and High Speed
Culinary and Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.
Return Portion of Round Trip Tickets, Available for Passage via C.P.R. from Vancouver if desired.
Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama and Honolulu.

CHINA 10,000 Tons Sailing SATURDAY, 14th Mar., at Noon.
MANCHURIA 7,000 Tons Sailing SATURDAY, 14th Mar., at 1 p.m.
MONGOLIA 7,000 Tons Sailing SATURDAY, 14th Mar., at 1 p.m.

FROM HONGKONG: Leave Hongkong, Active Manila, Leave Manila, Due Hongkong.
Mar. 14, CHINA, Mar. 16, MANCHURIA, Mar. 18, MONGOLIA.
Mar. 21, CHINA, Mar. 23, MANCHURIA, Mar. 25, MONGOLIA.

R.O. MORTON, Agent.
King's Building (opposite Blake Pier).
Panama-Pacific International Exposition—San Francisco—1915.

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SAN FRANCISCO LINE.
via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
TENYO MARU	22,000-21 knots	Saturday, 4th Apr.
NIPPON MARU	11,000-18 knots	Wednesday, 8th Apr.
HONGKONG MARU	11,000-18 knots	Saturday 25th Apr.
SHINYO MARU	22,000-21 knots	Wednesday, 29th Apr.
CHIYO MARU	22,000-21 knots	Wednesday, 29th Apr.

* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London £71.10. Return (6 months) £120.
First Class to New York £80.
First Class to San Francisco £45.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

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For SHANGHAI, KOBE and YOKOHAMA: ATLANTIQUE, PAUL LECAT, CORDILLERE.
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TRANS-SHIPING on the Co's Steamers at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

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Circular tickets to Europe via Suez and SIERRA LEONE and vice versa delivered here.

For further particulars apply to S. C. de BUSSIERE, Act. Agent.

THE HASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.
MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Mar. 14th	Mar. 20th at 10 a.m.
MASTERS	Mar. 14th	Mar. 20th at 10 a.m.
ALDENHAM	Mar. 14th	Mar. 20th at 10 a.m.
EMPER	Mar. 14th	Mar. 20th at 10 a.m.

THE above Steamers are fitted with the latest machinery, and are supplied with the best food, and are under the supervision of the most experienced officers.

SHIPPING

CHINA NAVIGATION CO. LD.
SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LIANGCHOW	Mar. 10, at 4 p.m.
HAIFONG	SUNGKIAN	Mar. 11, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	Mar. 11, at 2 p.m.
SHANGHAI	LUCHOW	Mar. 12, at 4 p.m.
SHANGHAI & TSINGTAU	YINCHOW	Mar. 14, at Noon
SHANGHAI	SHAOHING	Mar. 17, at Noon
MANILA, CEBU & ILOILO	TRAI	Mar. 17, at 4 p.m.
SHANGHAI	ANNEI	Mar. 19, at 4 p.m.
SHANGHAI & TSINGTAU	KANCHOW	March 21, at Noon

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. "LINTAN" and S.S. "HANUI"

MANILA LINE. Twin Screw Steamers "Chihua," "Taming," and "Tsun" on deck, 15 on "Taming" and "Tsun".

SHANGHAI LINE. The Twin Screw Steamers "Anhui," "Chenai," and the Electric Light through and Electric Fan in the State-room and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shek-shai, avoiding the inconvenience of transshipment at Wooming.

REDUCED FARES Single \$45 Return \$75.
For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO. LD.
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	KWONGSANG	WEDNESDAY, Mar. 11, Daylight
SINGAPORE, PENANG & CALUTTA	LAISANG	WEDNESDAY, Mar. 11, at 2 p.m.
SHANGHAI	CHOYSANG	THURSDAY, Mar. 12, Daylight
SHANGHAI	WOSANG	FRIDAY, Mar. 13, Daylight
SINGAPORE, PENANG & CALUTTA	FOOKSANG	FRIDAY, Mar. 13 at 2 p.m.
MANILA	LOONGSANG	SATURDAY, Mar. 14, at 2 p.m.
MANILA	YUNTSANG	SATURDAY, Mar. 21, at 2 p.m.

RETURN TOURS TO JAPAN.

The steamers Kwang, Namang & Loising leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Fookwang, Kwang, Loising, Yatsing and Loising leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully-qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaofo, Tientsin, Dalny, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Singapore, Swatow, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.
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BRITISH INDIA STEAM NAVIGATION CO. LD.
NEW SERVICES OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. JELUNGA 5,908 tons gross, Captain J.R.O. Sullivan, will be despatched for Singapore, Penang and Rangoon on the 20th March, at Noon, taking cargo and passengers at current rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY
PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure
LONDON & ANTWERP	"DEN OF AIRLIE"	About 12th March
LONDON & ANTWERP	"MERIONETHSHIRE"	About 8th April

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND "RADNORSHIRE" About 7th March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND "DEN OF RUTHVEN" About 8th April.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND "GLENLOCHY" About 3rd May.

For freight and further particulars apply to JARDINE, MATHESON & Co., Ltd., AGENTS.
Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. A. APCAR, 4,600 tons, Captain Walker, will be despatched for SHANGHAI, NAGASAKI, KOB, and MOJI on 18th March.
S.S. THONGWA, 3,298 tons, Capt. G.M. Robins, will be despatched for YOKOHAMA, KOB, and MOJI on 26th March.

WESTWARD.

S.S. C. APCAR, 4,600 tons, Capt. J.E. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th March.
S.S. JAPAN, 3,115 tons, Capt. C.F. Seddon, will be despatched for above on 14th March.

The above Steamers have excellent accommodation for passengers and are supplied with the best food, and are under the supervision of the most experienced officers.

SHIPPING

STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLUMBO, EGYPT, MADRAG, RANEA PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship INDIA, Capt. G.C. TALBOT, R.N., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 14th March, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Mildred" from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Southampton and London. Other Cargo for London etc., will be conveyed via Bombay & transhipped to the "Arabia" due in London on the 14th April, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, Feb. 14, 1914.

THE 'INDRA' LINE, LIMITED.
FOR BOSTON & NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship "INDRADEO" Captain T.R. Evans, will be despatched as above on 14th March.

This Steamer has Excellent Accommodation for a Limited number of Saloon Passengers.

For Freight and Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Telephone No. 215, Sub. Ex. No. 9.
Hongkong, Feb. 12, 1914.

NOTICES TO CONSIGNEES.

NORDDEUTSCHER LLOYD.
BREMEN.
FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship TUBINGEN, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godown and all goods remaining undelivered at or after the 11th of March, will be subject to rest.

All broken, chafed, and damaged Goods are to be left in the Godown where they will be examined on the 11th March, at 9.30 a.m.

All claims must reach us before the 18th of March, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MILHOBERS & CO., General Agents.
Hongkong, March 4, 1914.

THE Steamship FRIZBYL FRIEDRICH.

Having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before noon to-day requesting it to be landed here.

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